

NOTE: Please excuse any errors. These comments may not accurately or exactly represent comments received by citizens and are only provided as a representation of the insight, ideas, and concerns that were expressed at each workshop. Comments sent via the web or verbally are not included in these notes but have been received by the project staff.

**Carroll Avenue Streetscape Project
Meeting Summary
2nd Round Workshop: Presentation of Alternative Concepts
February 19, 2004**

Residential Section of Carroll Ave - From Philadelphia Ave to Columbia Ave

One of the problems is the bumps created by driveways.

For crosswalks, consider lighted crosswalks or lighted posts at either end.

Prefer planting strip or bump outs or fully marked bike lane. City should NOT do a narrow, partial bike lane. There needs to be a strong barrier between people and cars.

Bike lane should be colored. Otherwise there is not enough contrast for drivers. This is especially important on the North Side.

Consider changing easement request depending on individual property conditions.

Aesthetic balance is important. Offer new trees on both sides. Make planting strip balanced.

Additional mid-block crosswalk to allow people to cross and walk on south side.

Concept 2: eliminate planting strip and make a wider bike lane or a 7 foot sidewalk.

Consider eliminating the bike lane, widening the sidewalk, and not asking for easements.

Trees are better off in yards rather than next to the road.

Is liriop invasive? Who takes care of plantings between sidewalk and street?

Will state highway be opposed to a planting strip? They were on Ethan Allen.

Can bicyclists share sidewalks with pedestrians? Safety concerns.

Idea: Bikepath and sidewalk together (separated from road) with a different material for each. It's safer for cyclists.

Sidewalk width should always be five feet or wider.

Would like north side sidewalks to be patched.

Want to maximize the distance between pedestrians and cars. Prefer option with planting strip.

Have a one-way bike lane on Carroll and the other way on Maple.

Unclear how bike lane connects with Laurel Ave and Takoma Junction.

Do bike lanes create a sense of a long straight path that would not slow drivers? Would bike lanes continue to make this area look different from Old Town?

Can we make the sidewalk meander around trees, etc depending on front yards?

Consider grouping trees or adding street furniture. For planting: consider low evergreens. Good for year-round green. Could use planters.

Trees should be willow oak.

Different material for crosswalk.

Add bump strips along the bike lane.

Need room for residents to put out their trash cans on the north side (they currently use the planting strip, so don't take up all the space).

Choose a native species instead of liriope. Choose plants that don't require trimming and won't grow over onto the sidewalk.

Need to be sure bike lanes aren't used as car travel lanes during rush hour. This happens along Piney Branch and Kansas Ave.

The only concept that will work is #1 because we'll need all of the extra space to do the design.

The height changes between driveways and sidewalk are severe and driveway aprons need to be fixed.

Should design north and south sides at the same time.

Lots of small children live on the north side. Could you make an official 5 foot bicycle lane there and have green on the south side? North side residents want to have the extra space.

Should address north side pedestrian issues before considering bike lanes. May want that 4 feet for pedestrians in the future.

Design for a shorter distance on both sides instead of the whole length on the south side. Street trees are the most important traffic calming measure and they need to be between the sidewalk and the street, not in peoples' yards.

7 foot sidewalk seems bigger than necessary.

Would prefer bumpouts to make road curvier.

Add a crosswalk so everyone can benefit from new sidewalks.

Choose a variety of species for street trees to prevent disease from killing the whole street.

If there is no possibility of a bike lane in Old Town, please don't sacrifice pedestrian zones (sidewalk, planting strips, street trees) to create an "official" 5 foot bike lane on the residential section of Carroll Ave. What's the purpose? It's a bike lane to nowhere.

What will be the consequence of all these traffic calming efforts on smaller streets that span Takoma Park, such as Elm Ave, Columbia and Westmoreland? Will traffic soon be doubling on these alternative routes?

Strongly prefer trees between sidewalk and street/bike lane on residential section of Carroll Ave. Planting trees on the individual properties may serve to slow traffic overall, but they would provide no buffer for pedestrians.

Mixed-use / Commercial Section of Carroll Ave and Laurel Ave - From Columbia Ave to District Line

Need to look at pedestrian and bike safety on North side of Carroll between Park and Tulip. Barrier between sidewalk and street. Street furniture clutter at Columbia and Carroll (trash and recycling cans).

Additional space sidewalk for customers of restaurants/ snack shops.

Concerns about loss of on-street parking may be mitigated by making street more "walkable."

Move Laurel Ave crosswalk further towards intersection (improve sight lines)

Clear directional signage (parking as an example)

Like placement of bump-outs. Creates less of a straight travel lane.

Look at creation of a gateway at Eastern.

Check driveway at Columbia.

Check sinking storm drain at Tulip.

Relocation of/ means of addressing problems at light at Tulip. (Obstructs sidewalk/ sight lines).

Clutter at street furniture

Increasing space/width of south side suggest “flipping” the bump-out.

Relocation of bus (school and ride-on) stop to gazebo (from Tulip area).

Address ADA concerns about bump out/ sidewalks.

Include public art in gazebo.

Concerned about trees. Don’t forget that we want lots of trees.

Need to recognize the three “rooms” (Old Town - Westmoreland to Columbia - Takoma Junction) and their distinctive personalities.

An urban place. Limit “tree lawns”

Support outdoor seating at snack shops and restaurants.

Consider elimination of steps into stores (ADA concern).

Spring at Willow/ Carroll Ave. Is it possible to address?

Suggest keeping median on Laurel as open as possible. Concerns about spacing between planters/bollards. Like the concept of color.

More crosswalks!

Willow oak trees should be used.

Need to address illegal parking in front of bank and video shop.

Feasibility of bike lanes?

Check grades of proposed sidewalks and curb cuts (ADA standards)

Better snacks!

Combine lanes along Laurel Ave and expand sidewalk in front of shops, restaurants, etc?

Detailed Ideas for Particular Intersections

Highlight businesses from the DC direction all the way to Columbia Ave. Parking limitations. Don't hide businesses/restaurants.

Like plantings in front of businesses to help them look more distinctive.

Columbia intersection - crosswalks; island/median; opportunity for public art/area/space. Columbia "site impacts." Make Columbia more of a "T" to improve sight lines and free the walkway.

Columbia - Planter near businesses. Don't increase LOS problems. Traffic lights/stop signs.

Columbia - Make south side of intersection (towards Tulip Ave) larger and extend it out more? But North side, if left same as is may keep "straightaway" look to block between Park and Philadelphia. Making crossing of Columbia shorter is good.

Crossings - Westmoreland needs a raised crosswalk. The timing of the pedestrian crossing lights. Look at different crossing signals/sounds/signs. On Westmoreland, crosswalk at west side of intersection?

Westmoreland - work into the corner, signage for businesses on Westmoreland. Accessibility to cross Westmoreland. Illegal parking concern.

Westmoreland - Important to take into account business owners' desires. Don't want to negatively impact the businesses - want to *encourage* business activity.

Tulip - Combine plans A and B. Pinch downs, bulb outs, bring crosswalk closer to Carroll.

Light sensor? Ask SHA.

Add a signal on Tulip which would indicate for cars when it is safe to turn.

Tulip Ave Plan B has a problem which conflicts with parking on Tulip.

Like Option A - sidewalk at bus stop near service station is currently too narrow. Strange at crosswalk there - no light for Tulip. There's only a light for Carroll. Makes no sense. Crosswalk light problematic. Many cars don't realize it's changed. (It goes quickly.) Option A is favored - more drastic option.

Plantings should be things that look good all year.

Tulip - would it be possible to get the pinching down of the crosswalk on Tulip in Option A? Like pinched down, shorter crosswalk on Tulip.

Laurel Ave: Option A is more flexible and creates promenade effect. Remove curb BUT keep defined area for traffic/pedestrian crossing. Like irregularity.

Laurel Ave - prefer Concept A in terms of no curb. But, like medium extension as in "B". Like the feel of safety created by crosswalk set back. Feel like Farmers' market would have an

increase of people flow with no curb. Driveway at Laurel needs to be more distinguished from current sidewalk.

Laurel Ave - concern that trees won't survive in tiny tree boxes. Need way to properly accommodate trees. Current curb is a safety hazard and nuisance during Farmer's market. Soil is very compacted currently. Tree pits might fix this problem. Cast iron covers can allow air and water into the soil. Support reworking curbed median. Would really like to see median lowered. Support Option "A" Will help make a pedestrian mall feel during Farmer's Market and special events along Laurel.

Disabled have limited access at intersections. Need pavement bumps to indicate to pedestrians with disabilities that there is an entrance.

Concern about traffic congestion to not be aggravated by proposed traffic stops, etc.

Enforcement is a concern for people running red lights/speeding.

Sidewalk width is a concern. Extending sidewalk is important.